

Well! Anyway the "MOSQUITO FLEET" is ORGANIZED!

How 25,000 Vessels in All Parts of the Country Will Form a Reserve For Uncle Sam's Navy.

ALMOST overnight the fleet which America keeps for the defense of her shores has been increased by 25,000 vessels.

In the entire history of the world no fleet of war vessels has been so enlarged. And the strange part of the amazing augmentation of the naval forces of the United States is that each one of the 25,000 vessels is actually a seaworthy boat, capable of proceeding under its own power and capable of doing at least one of the many varieties of war duties.

The fleet of 25,000 added to Uncle Sam's original fighters is a fleet of privately owned motorboats and yachts. They can be turned over to the naval authorities upon the instant that war is declared and under the arrangements that have been made they will become one of the strongest protections that the sea coast cities of this country can have.

Already enthusiasm among owners of small water craft has reached such a pitch that the United States Volunteer Naval Reserve has been formed with the backing of some of the most prominent figures of yachting in the United States. Headquarters have been opened in New York city and the officers of the organization predict that with only a minimum of effort on their part they will shortly have enrolled in the organization practically every owner of small water craft in the United States.

Once the organization is under way it is planned to drill yachtsmen in navigation, in various phases of warfare and to hold frequent maneuvers. By this plan an auxiliary naval force numbering at least 25,000 has been added to the regular naval forces.

This swarming mosquito fleet can be of inestimable service to the country in time of war. If the United States is attacked by any foreign power this huge flotilla of small craft can practically prevent any submarine warfare that the power might attempt to make.

The small speedy boats will be able to act as scouts and can swarm up and down the coasts bringing in valuable information as to any enemy's ships. They will

be able to sight the periscopes of any enemy submarines and with the small guns that will be mounted upon their decks they can do as much havoc to these small craft as the largest destroyer or battleship. It will be almost impossible for the submarine to fight them back.

Besides being engaged on the actual battle line a great part of the small craft, especially the slower boats, can be used for mine layers and mine draggers. Over night a fleet of them would be able to lay enough mines completely to guard any American port from hostile attack by ship. They will also be able to render invaluable aid as transports, supply boats and Red Cross auxiliaries. The tremendous amount of help which the amateur motorists of Britain has rendered to the regular English fleet along these same lines has been the inspiration for the American idea.

Under the direction of the Waterway League of New York, the central organization of yacht clubs, owners of pleasure craft in and about New York have been invited to join the auxiliary defense league for New York harbors. Owners of craft in New Jersey have received similar invitations from the Waterway League of New Jersey.

It is intended to enroll the owners of pleasure crafts in all parts of the country for duty in time of war. Each state will have its own division and headquarters. Commodore J. Stuart Blackton has been named as commander of the motorboat division which will include the fastest and stanchest motor craft in the world.

Both these organizations will offer their services to the navy department when

their scheme of organization has been perfected. The vessels will be divided into divisions and will be equipped and arranged for various kinds of service according to their capacity. Drills and maneuvers will be held regularly and there will be courses in signal work and in navigation.

A plan scheme for an auxiliary defense by a powerful mosquito fleet of the coast cities of America was outlined to the Waterway League of New York by Commodore M. J. Harrington, of the Life Saving Service, Ninth district of New York. Commodore Harrington is assistant secretary of the public service commission and was for some time secretary of the department of docks and ferries in New York.

Since the committee on membership was named recently more than 2,000 owners of various types of vessels have sent in applications for membership from New York yacht clubs. In New Jersey 1,000 owners of vessels have enrolled with the New Jersey Waterway League.

Each applicant is sent a specification sheet in which he places the capacity, tonnage and type of his craft. He also is obliged to give its carrying capacity, size of crew, speed, type of engine, date of construction, name of builder and all other

data likely to be of value at the time of need.

All of this information is being filed away and it will be used when the formation of classes and divisions is under way. "It will only take about a year," says Commodore Harrington, "to put us in such a position that we will be able to offer to the navy department a fleet of pleasure vessels capable of doing excellent service in war time as an auxiliary coast defense, numbering 25,000. This fleet will be divided into squadrons with commanders

and will be equipped for immediate service.

"The speedy vessels, those which can make more than fifteen knots an hour, will be used for scout duty, patrol boats and submarine hunters and destroyers. The craft of lower speed, say from eight to fifteen knots, will be available as supply boats, Red Cross transports, mine layers and druggers. They will also make effective weapons against submarines.

"There is no question in my mind but that England could have saved \$100,000,000 worth of water-carried commerce if she had had such a fleet guarding her shores when war broke out. In the first place they could have sighted the periscopes of many submarines and with one pounder mounted on them they could have been as effective as destroyers as the mightiest dreadnaughts.

"Eight or ten little launches scurrying about are poor targets for a submarine. At the same time they can make them almost ineffectual against a bigger target.

"The vessels comprising this fleet will not be a jumble of untrained segments. Under Lieutenant Edward T. Fitzgerald, a graduate of Annapolis and for fifteen years an officer in the navy, during which time he served in the Spanish-American war, constant drill will be held.

"There will be courses in navigation, signaling and gun practice both with small arms and larger guns. I believe every twenty-foot vessel can be equipped forward with a one-pound gun.

classified work will be begun to bulkhead the decks and lay the plates to carry the guns.

"The guns will be placed on the plates only in time of war. All that will then be necessary will be to have mechanics from the navy yard slip them into place. "Such a fleet of course could save the harbors of any coast city with mines over night making it impossible for any hostile fleet to enter."

The New York league will include all the yacht clubs in the vicinity of New York. It is expected that from these clubs in New York alone at least 3,000 craft will be available. New Jersey will produce at least 2,000 more, making a minimum of 5,000 auxiliary craft available for the protection of America's greatest port. They will all be divided into separate classes and the first review is hoped "ill be held within a month. When the New York and New Jersey organizations are effected pleasure craft owners in all the Atlantic coast states will be asked to join and headquarters will be established there. Pacific coast owners of pleasure craft will also be asked to aid in making the auxiliary coast defense a great national movement on both coasts.

Particularly will the owners of the great and speedy yachts be asked to join the league to insure having when needed, the larger craft to be used as Red Cross vessels and cruisers.

The membership committee of the Waterway League of New York includes Commodore E. H. Brook, Canarsie Yacht Club; W. J. Moran, Jamaica Yacht Club; John Jerome Rooney, president Harbor Terminal League, and M. J. Harrington. Any of these committeemen stand ready to answer inquiries or accept offers of boats from any yachtsmen in any section of the United States whether on the coast or on the interior lakes and rivers. They hope to make it a national movement in every sense of the word.

Some idea of the effectiveness of this mosquito fleet may be gained from the extraordinary work that these little craft have done in the present war. For years Europeans have bought motor-boats in the United States and it is only natural that these motors, owing to their fitness for hard service, should figure prominently in dispatches from war-torn parts.

The waters of the harbor of Constantinople and the Dardanelles are being patrolled by motor craft of the Turkish government. The boats are twenty-eight feet long, are built on rakish lines and develop thirty-five horsepower. They can travel at a rate of fifteen knots an hour and have so far done invaluable service as patrol-boats, on several occasions giving warning of the English submarines which penetrated the Dardanelles mine field and sailed up to Constantinople itself.

The French, the Belgians, the English and the Germans have used hundreds of motor-boats to good effect both as offensive and defensive weapons on the hundreds of rivers and canals which criss-

cross southern Belgium and northern France. They have been used to transport soldiers, artillery and munitions of war. Machine guns have been mounted upon them and used with terrible effect in surprise attacks. On the larger boats even small caliber field artillery has been mounted and used directly on the firing line. In fact motor-boats in the present war have come to be of as much importance upon water as automobiles are upon land.

Tennessee and Victoria Claflin, Who Once Monopolized Limelight, Are Now Living Quietly in England

LIKE an echo of the past, a ghostly whisper of the generation of more than forty years ago, comes a little brochure from the pen of M. F. Darwin. It deals with two of the most interesting characters two continents have ever known but whose names mean little or nothing to those of today, and who are only dimly remembered by the middle-aged. They were known in the early seventies as Tennessee and Victoria Claflin. They were the original advocates of eugenics, they were ardent workers for votes for women, they were bankers and stock brokers in Wall street, they lectured, wrote, ran for office and aroused such antagonism that they were arrested numberless times, but never convicted.

They are still living, but in England, where they went when conditions became unendurable in the United States. Tennessee is the wife of Sir Francis Cook and Victoria's husband is John Biddulph Martin, a London banker. It is long

since anything has been heard of them, and this little volume that sketches the outlines of their stormy careers recalls some mighty exciting chapters in New York history.

The sisters were born in Homer, Ohio, and this little volume that sketches the outlines of their stormy careers recalls some mighty exciting chapters in New York history. They were well educated and inherited considerable capital. They early became interested in the suffrage propaganda and took an active national part in the movement, soon being recognized as leaders. Their slogan was equality between men and women both in the affairs of government and in affairs of morality. Resolving to show the world that women had the ability to conduct larger affairs of life, they established themselves in New York in business such probably as women never before engaged in—banking and brokerage. They invaded that

battleground of giants, Wall street, and no operator on the stock exchange possessed more financial acumen. In six weeks they had profits of \$750,000, and their venture was the talk of New York. They handled every detail and proved themselves able to cope with Gould, Fisk, Cornelius, Vanderbilt and the other Goliaths of dollars of that day.

The papers were full of them, they were the talk of the town and they were shrewd enough to take advantage of the publicity so cleverly gained in order to advance the causes they so warmly advocated.

Their ambition was limitless, their daring without bounds.

Having proved their business brains were as good as those of any man, they renewed their efforts to demonstrate their

rights to political preferment, to the ballot, to everything that had previously been regarded as the special privilege of the trouser-wearing sex.

Bold? Those Ohio young women were as bold as lions. It was not long before they had succeeded in forming an Equal Rights party, and it nominated Victoria Claflin for president of the United States. Nor was Tennessee less active. She was nominated for Congress by the German-American Protective Association of New York. Victoria appeared before the house judiciary committee and presented a memorial for woman suffrage, which she supported in an elegant speech.

But the desire to bring about the adoption of a single standard of sexual morality for both men and women brought about the storm that for years beat about

their fair heads. They established a newspaper, Woodhull & Claflin's Weekly. They advocated all the things the disciples of eugenics nowadays contend for, and in language no more frank and plain than those energetic and earnest persons employ, but forty years ago people weren't accustomed to seeing such sentiments in cold type. They objected with a howl that could be heard for miles. The writings of the sisters were denounced as obscene, indecent, lewd, and there was a whirlwind of invective that swept Tennessee and Victoria into jail again and again. Powerful financial interests which they had antagonized organized a systematic fight upon the two devoted women and the government began prosecutions charging sending obscene literature through the mails. The police were en-

listed in the battle and tried to prevent the sisters from speaking in public.

The prosecutions came to naught, but the enemies had triumphed. Broken in health, their banking business wrecked, and held up as worse than scarlet women, the devoted pair were forced into temporary retirement. They were ostracized and finally forced to leave the country. Seeking a haven in England they were warmly received, their lectures heard by throngs and it was not long before they made highly advantageous marriages.

For some time they carried on the campaign, but in a rather desultory manner, never with the old vigor.

Now they are old and well-nigh forgotten, yet the principles for which they were pilloried are preached by thousands of the most respectable men and women of the nation. Suffrage, a fact in many states, may soon be national, the fight on vice is practically country-wide, and the eugenics movement is progressing rapidly. That may be some consolation to the valiant women in the twilight of their lives.